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|--|--|--------------------------|---|-----------------------|
| 1.Component NAVY | FY 2005 MILITARY CONSTRUCTION PROGRAM | | | 2.Date 18 FEB 2004 |
| 3.Installation and Location/UIC: N63438 NAVAL AND MARINE CORPS RESERVE CENTER NORFOLK, VIRGINIA | | | 4.Project Title VEHICLE MAINTENANCE FACILITY | |
| 5.Program Element 0505096M | 6.Category Code 21410 | 7.Project Number P041 | 8.Project Cost (\$000) 3,290 | |
| 9.COST ESTIMATES | | | | |
| Item | UM | Quantity | Unit Cost | Cost(\$000) |
| VEHICLE MAINTENANCE FACILITY (6,857 SF) | m2 | 637 | | 1690 |
| COMBAT VEHICLE MAINTENANCE FACILITY (6,857 SF) | m2 | 637 | 1,762.82 | (1120) |
| BUILT-IN EQUIPMENT | LS | | | (200) |
| TECHNICAL OPERATING MANUALS | LS | | | (20) |
| INFORMATION SYSTEMS | LS | | | (30) |
| ANTI-TERRORISM/FORCE PROTECTION | LS | | | (30) |
| SPECIAL COSTS | LS | | | (290) |
| SUPPORTING FACILITIES | | | | 1170 |
| SPECIAL FOUNDATION FEATURES | LS | | | (60) |
| ELECTRICAL UTILITIES | LS | | | (180) |
| MECHANICAL UTILITIES | LS | | | (30) |
| PAVING AND SITE IMPROVEMENTS | LS | | | (900) |
| SUBTOTAL | | | | 2860 |
| CONTINGENCY (5%) | | | | 140 |
| TOTAL CONTRACT COST | | | | 3000 |
| SIOH (6%) | | | | 180 |
| SUBTOTAL | | | | 3180 |
| DESIGN/BUILD - DESIGN COST | | | | 110 |
| TOTAL REQUEST ROUNDED | | | | 3290 |
| TOTAL REQUEST | | | | 3290 |
| 10.Description of Proposed Construction | | | | |
| <p>The vehicle maintenance facility will be a single story steel framed structure with concrete pile foundation, concrete slab, brick veneer on concrete masonry unit (CMU) walls, standing seam metal roofing system and overhead coil doors. The facility will include high bay compartments, tool room, battery room, fire protection system, deluge shower and eyewash, administrative office, technical library, and restrooms. Built-in equipment includes a 9.5 ton bridge crane, built-in vehicle exhaust system, compressed air and lube systems. Special costs include sustainable design and crane structural support. The construction of this project will provide for Anti-terrorism and Force Protection in accordance with DoD standards. Construction will also include a pile foundation, site security lighting, perimeter fencing, and heavy duty concrete paved parking area. Technical operation manuals will be provided.</p> | | | | |
| 11.Requirement: <u>637m2</u> Adequate: <u>0m2</u> Substandard: <u>637m2</u> | | | | |
| PROJECT: The project will replace an unsafe and undersized facility, and provide an adequate Advanced Amphibious Assault Vehicle (AAAV) Training and Maintenance Facility for the 4th AA Battalion. (Current Mission) | | | | |

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REQUIREMENT:

This project will enhance the unit's ability to sustain an effective maintenance program for its current organic assets in support of its operational mission, and provide an adequate facility for the next generation of Amphibious Assault Vehicles (AAV), the Advanced Amphibious Assault Vehicle (AAAV). The mission of Company 'A' is to land the surface assault elements of a landing force, including equipment, in a single lift from amphibious shipping during amphibious operations and to conduct mechanized operations and related combat support in subsequent operations ashore. The current Vehicle Maintenance Facility will not safely support maintenance of the present Amphibious Assault Vehicle (AAV), nor will it support the next generation, the AAAV. In order to adequately train on and maintain the vehicle, Company 'A' requires an adequate Vehicle Maintenance Facility that will accommodate the current AAV and the next generation, the AAAV (currently scheduled for delivery in a one for one switch during the transitional period of 2008 - 2012).

CURRENT SITUATION:

Company A, 4th AA Battalion, 4th MARDIV is located aboard Naval Amphibious Base (NAB) Little Creek, Virginia. The current maintenance facility is 38 years old, and cannot support any vehicle in the current inventory except HMMWVs. This is the only vehicle that can enter the building for maintenance, as the vehicle doors are inadequately sized to allow access for any larger equipment. The thin concrete floor of the facility has settlement problems and could not safely support the weight of the AAVs, nor the 5 ton trucks that should be maintained in the facility, if they were able to pass through the doors. The depth of the building is not sufficient to allow personnel to traverse around the other vehicles, if they could enter the building. The overhead crane is no longer safety rated. The previously rated capacity is insufficient to support the current requirements. Also, the crane is mounted too low, and on a fixed rail system, restricting mobility throughout the bays. These problems force the Marines to do most motor transport maintenance outside in the weather. The concrete ramp leading up to the bay doors has a steep incline and a 3 to 4 inch vertical separation between concrete slabs which causes problems with forklift maneuverability. The electrical wiring is substandard, the circuit breakers are continuously tripped and extension cords overloaded. The facility does not allow mechanics a safe working environment or the tools to maintain mission readiness. These deficiencies will be exacerbated by delivery of the new AAAV vehicles.

IMPACT IF NOT PROVIDED:

This facility is required to train reserve Marines to augment the active duty forces and maintain the AAVs in combat condition. Without the appropriate facilities and spaces to support the training, this primary mission will continue to feel the adverse effects of these inefficiencies, compromising mission accomplishment and operational readiness. The Marines will continue to put more effort into an increasingly inefficient maintenance program. The maintenance and repair operations will continue to be hampered, especially

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| <p>during inclement weather. Training time will continue to be reduced to offset inefficient maintenance. Mission will continue to be degraded further and a safety mishap will eventually occur. Additionally, because the overhead crane cannot be used for engine and transmission removal inside the building, Marines will have to continue using less safe portable equipment, as field-expedient measures, to pull the engines.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>12.Supplemental Data:</p> <p>A. Estimated Design</p> <p>1. Status:</p> <table style="width: 100%;"> <tr><td>(A) Date Design Start</td><td style="text-align: right;">082002</td></tr> <tr><td>(B) Date Design 35% Complete</td><td style="text-align: right;">092004</td></tr> <tr><td>(C) Date Design Completed</td><td style="text-align: right;">042005</td></tr> <tr><td>(D) Percent Completed as of SEPTEMBER 2003</td><td style="text-align: right;">3%</td></tr> <tr><td>(E) Percent Completed as of JANUARY 2004</td><td style="text-align: right;">3%</td></tr> <tr><td>(F) Type of Design Contract</td><td style="text-align: right;">Design Build</td></tr> <tr><td>(G) Parametric Estimate used to develop cost</td><td style="text-align: right;">Yes</td></tr> <tr><td>(H) Energy study/Life cycle analysis performed</td><td style="text-align: right;">No</td></tr> </table> <p>2. Basis:</p> <table style="width: 100%;"> <tr><td>(A) Standard or Definitive Design:</td><td style="text-align: right;">No</td></tr> <tr><td>(B) Where Design Was Most Recently Used:</td><td></td></tr> </table> <p>3. Total Cost (C) = (A) + (B) = (D) + (E) :</p> <table style="width: 100%;"> <tr><td>(A) Production of Plans and Specifications</td><td style="text-align: right;">\$240</td></tr> <tr><td>(B) All other Design Costs</td><td style="text-align: right;">\$40</td></tr> <tr><td>(C) Total</td><td style="text-align: right;">\$240</td></tr> <tr><td>(D) Contract</td><td style="text-align: right;">\$40</td></tr> <tr><td>(E) In-House</td><td style="text-align: right;">\$200</td></tr> </table> <p>4. Contract Award</p> <table style="width: 100%;"> <tr><td></td><td style="text-align: right;">012005</td></tr> </table> <p>5. Construction Start</p> <table style="width: 100%;"> <tr><td></td><td style="text-align: right;">042005</td></tr> </table> <p>6. Construction Complete</p> <table style="width: 100%;"> <tr><td></td><td style="text-align: right;">042006</td></tr> </table> <p>B. Equipment associated with this project which will be provided from other appropriations: None</p> <p>JOINT USE CERTIFICATION:</p> <p>The Director Land Use and Military Construction Branch, Installations and Logistics Department, Headquarters Marine Corps certifies that this project has been considered for joint use potential. Unilateral Construction is recommended. The State Joint Services Reserve Component Facilities Board has reviewed this project for joint use potential. That board determined that unilateral construction was the best alternative</p> | | | | (A) Date Design Start | 082002 | (B) Date Design 35% Complete | 092004 | (C) Date Design Completed | 042005 | (D) Percent Completed as of SEPTEMBER 2003 | 3% | (E) Percent Completed as of JANUARY 2004 | 3% | (F) Type of Design Contract | Design Build | (G) Parametric Estimate used to develop cost | Yes | (H) Energy study/Life cycle analysis performed | No | (A) Standard or Definitive Design: | No | (B) Where Design Was Most Recently Used: | | (A) Production of Plans and Specifications | \$240 | (B) All other Design Costs | \$40 | (C) Total | \$240 | (D) Contract | \$40 | (E) In-House | \$200 | | 012005 | | 042005 | | 042006 |
| (A) Date Design Start | 082002 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (B) Date Design 35% Complete | 092004 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (C) Date Design Completed | 042005 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (D) Percent Completed as of SEPTEMBER 2003 | 3% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (E) Percent Completed as of JANUARY 2004 | 3% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (F) Type of Design Contract | Design Build | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (G) Parametric Estimate used to develop cost | Yes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (H) Energy study/Life cycle analysis performed | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (A) Standard or Definitive Design: | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (B) Where Design Was Most Recently Used: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (A) Production of Plans and Specifications | \$240 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (B) All other Design Costs | \$40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (C) Total | \$240 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (D) Contract | \$40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (E) In-House | \$200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 012005 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 042005 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 042006 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

